Van Ness Avenue
Bus Rapid Transit (BRT)

Citizens Advisory Committee

05.01.12

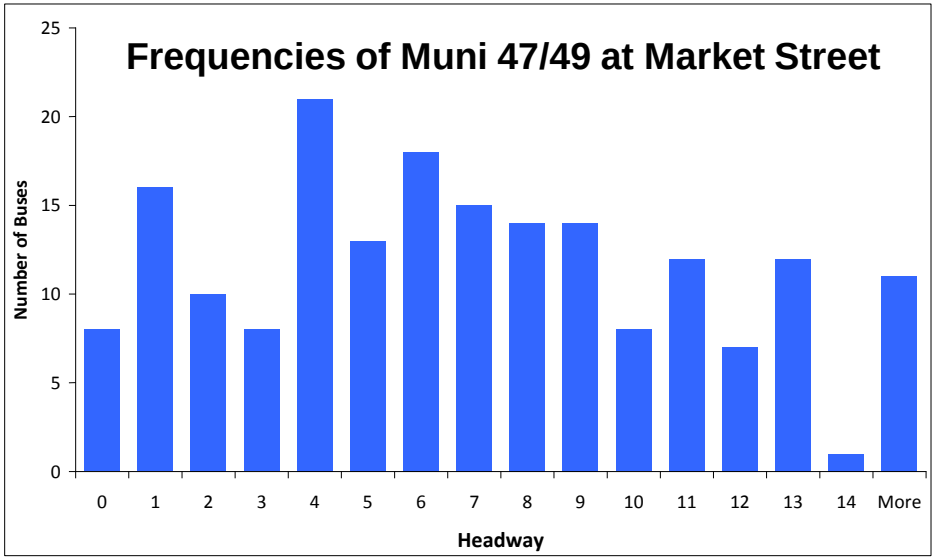
SFMTA | Municipal Transportation Agency

Van Ness Avenue BRT Project Background

- Key north-south link in San Francisco's Rapid Transit network
- Recommended for BRT service in the 2004 Countywide Transportation Plan; Prop K Expenditure Plan; SFMTA Transit Effectiveness Project
- Partnership with SFMTA
- Other collaborations: SFDPW, Planning, PUC, Golden Gate Transit, Caltrans
- Top rated FTA Small Starts Project for cost effectiveness; Regional MTC Small Starts Priority

Project Purpose and Need

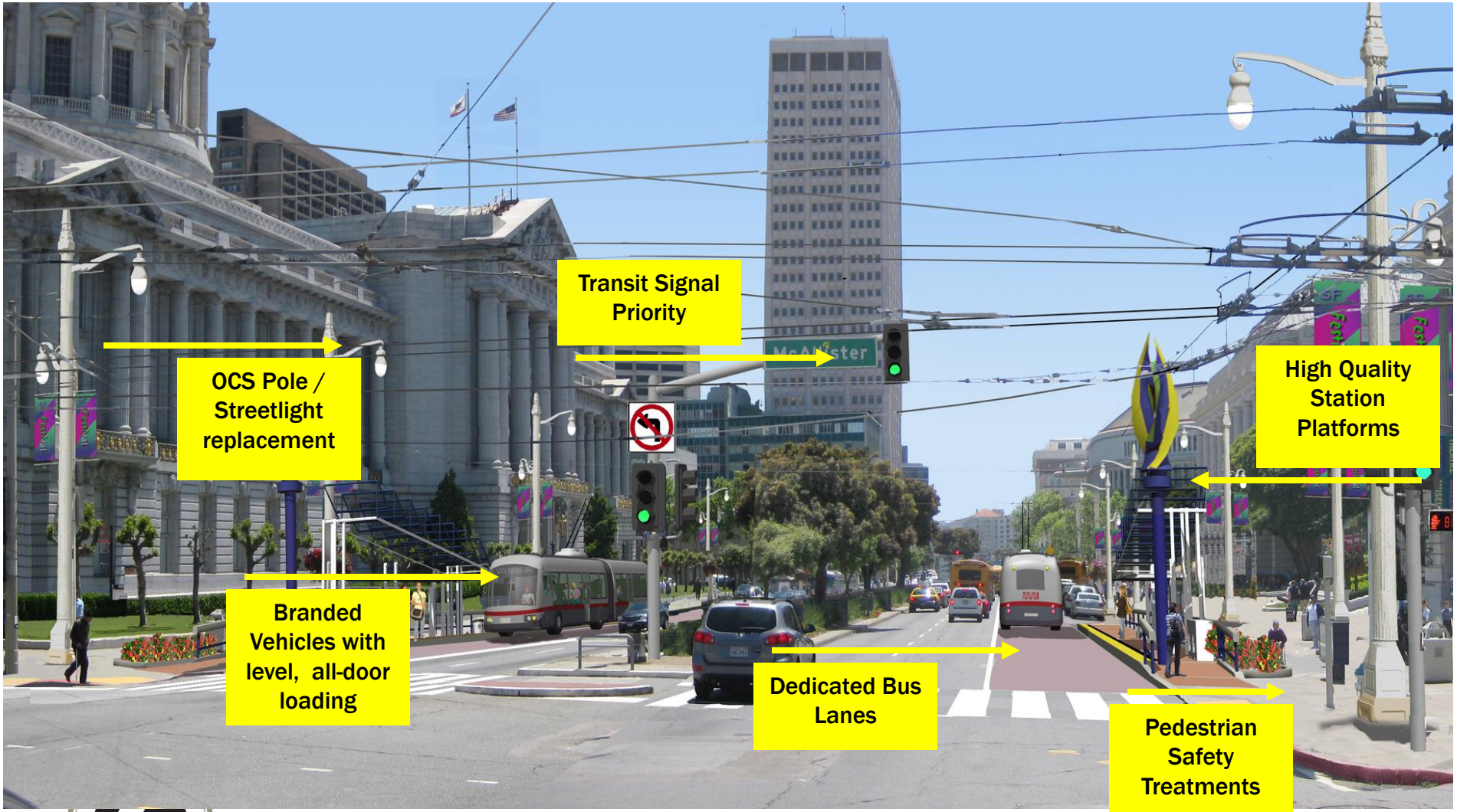
- Improve transit reliability, speed, connectivity and comfort
  - Separate autos from transit
  - Reduce delays associated with loading and unloading, and traffic signals
- Improve pedestrian comfort, amenities, and safety
- Enhance urban design and identity of Van Ness Avenue
- Accommodate safe multimodal circulation and access within the corridor



Alternatives Assessed in Draft EIS/EIR

- Alternative 1 – No Build
- Alternative 2 – Side Lane
- Alternative 3 – Center Lane with Right Side Boarding/Dual Medians
- Alternative 4 – Center Lane with Left Side Loading/Center Median
- Design Option B for Alternatives 3 and 4– Limited Left Turns

Alternative 2 – Side BRT Lanes

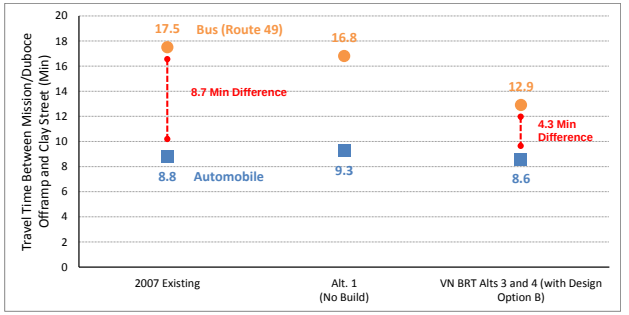


Alternative 3 – Center BRT Lanes with Right Side Loading / Dual Medians

Alternative 4 – Center BRT Lanes with Left Side Loading / Center Median

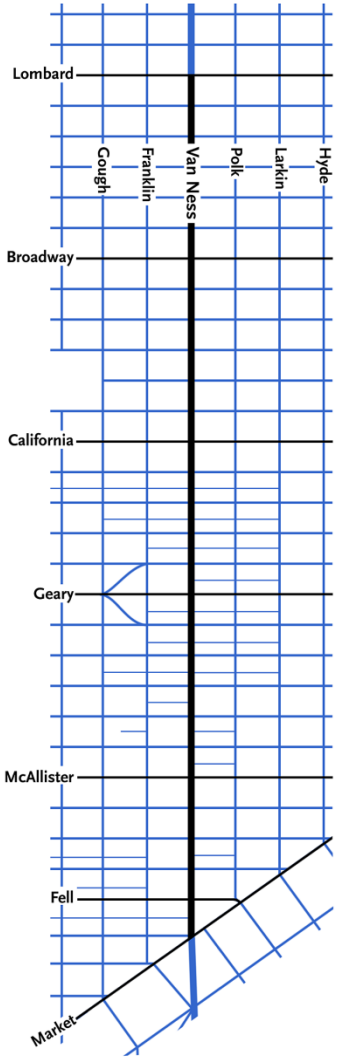
Findings: Van Ness Avenue BRT Benefits

- Improve transit travel times by up to 32%
- Improve transit reliability by up to 50%
- Increase transit boardings by up to 35%
- Maintain corridor person-throughput while increasing transit mode share
- Save up to 30% of daily route operating costs
- Improve multimodal safety, including for pedestrians



Findings: One Area with Significant and Unavoidable Impacts – Traffic Circulation

- **Existing Conditions/2015**
  - 3 intersections have auto delay impacts
  - No worse than 2015 No Build Alternative
- **Long term – 2035**
  - 6-8 intersections have auto delay impacts
  - Assumes significant background growth



Community and Stakeholder Meetings

Van Ness BRT Citizens Advisory Committee

Government Related Organizations

- Mayors Disability Council Physical Access Committee
- City Hall Preservation Advisory Committee
- Muni Accessibility Advisory Committee
- Urban Forestry Council

Regional Organizations:

- San Francisco Planning and Urban Research (SPUR)
- Sierra Club
- TransForm

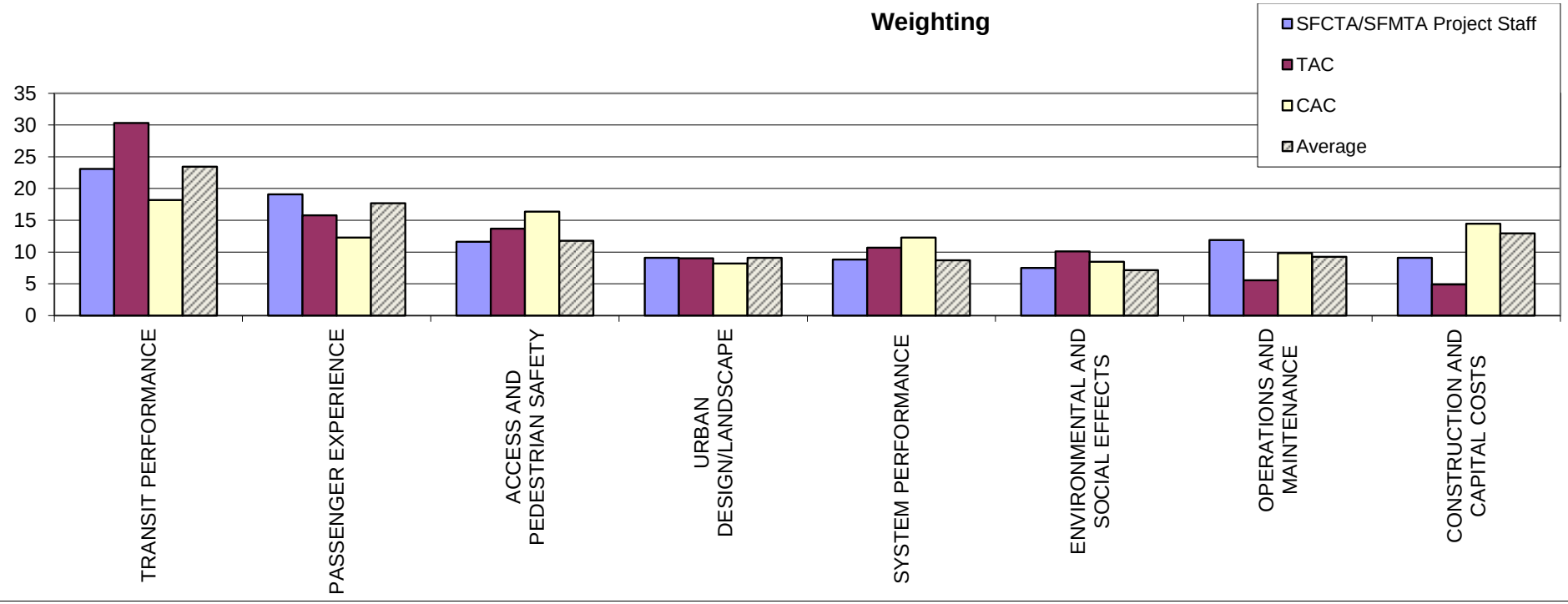
Local Groups and Organizations:

- California Pacific Medical Center
- Cathedral Hill Neighbors Association
- Chinatown Community Development Center
- Civic Center Stakeholders Group (Opera House, Veteran's Memorial Building, San Francisco Symphony, San Francisco Ballet, and San Francisco Conservatory of Music)
- Cow Hollow Association
- Geary BRT Citizens Advisory Committee
- Hayes Valley Neighborhood Association
- Japantown Better Neighborhood Plan Organizing Committee
- Lighthouse for the Blind and Visually Impaired
- Livable City
- Lower Polk Neighbors
- Middle Polk Neighborhood Association
- Mission Neighborhood Centers
- Pacific Heights Chapter of the American Association of Retired Persons
- Rescue Muni
- Russian Hill Neighbors
- San Francisco Bicycle Coalition
- San Francisco Transit Riders Union
- SF Towers
- Tenant Associations Coalition of San Francisco
- Tenderloin Futures Collaborative
- Van Ness Corridor Association
- WalkSF

Alternatives Analysis in the EIS/EIR

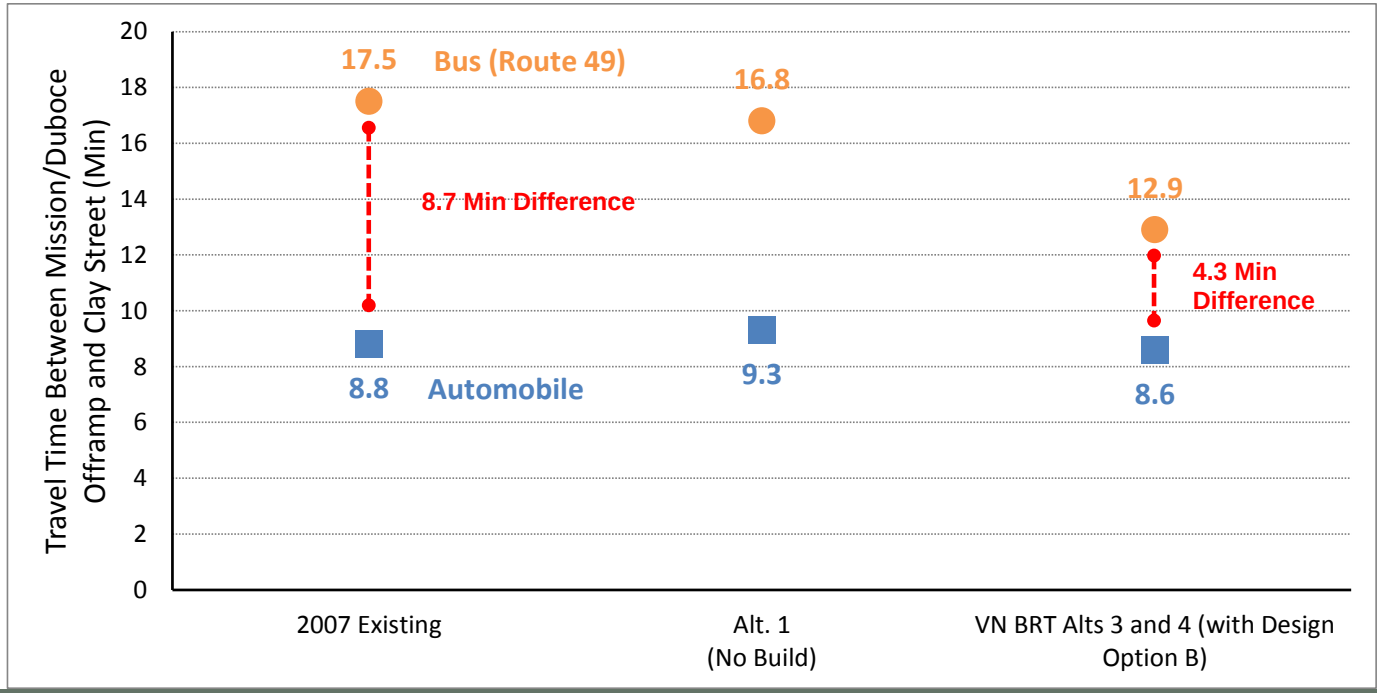
- Alternatives performance outlined in Chapter 10 of EIS/EIR
- Indicators grouped into categories based on Project Purpose and Need as well as issues of importance to stakeholders and decision-makers
  - Transit Performance
  - Passenger Experience
  - Access and Pedestrian Safety
  - Urban Design/Landscape
  - System Performance
  - Environmental and Social Effects
  - Operations and Maintenance
  - Construction and Capital Costs

Stakeholders Prioritize Transit Performance



Center BRT Best Meets Project Purpose and Need

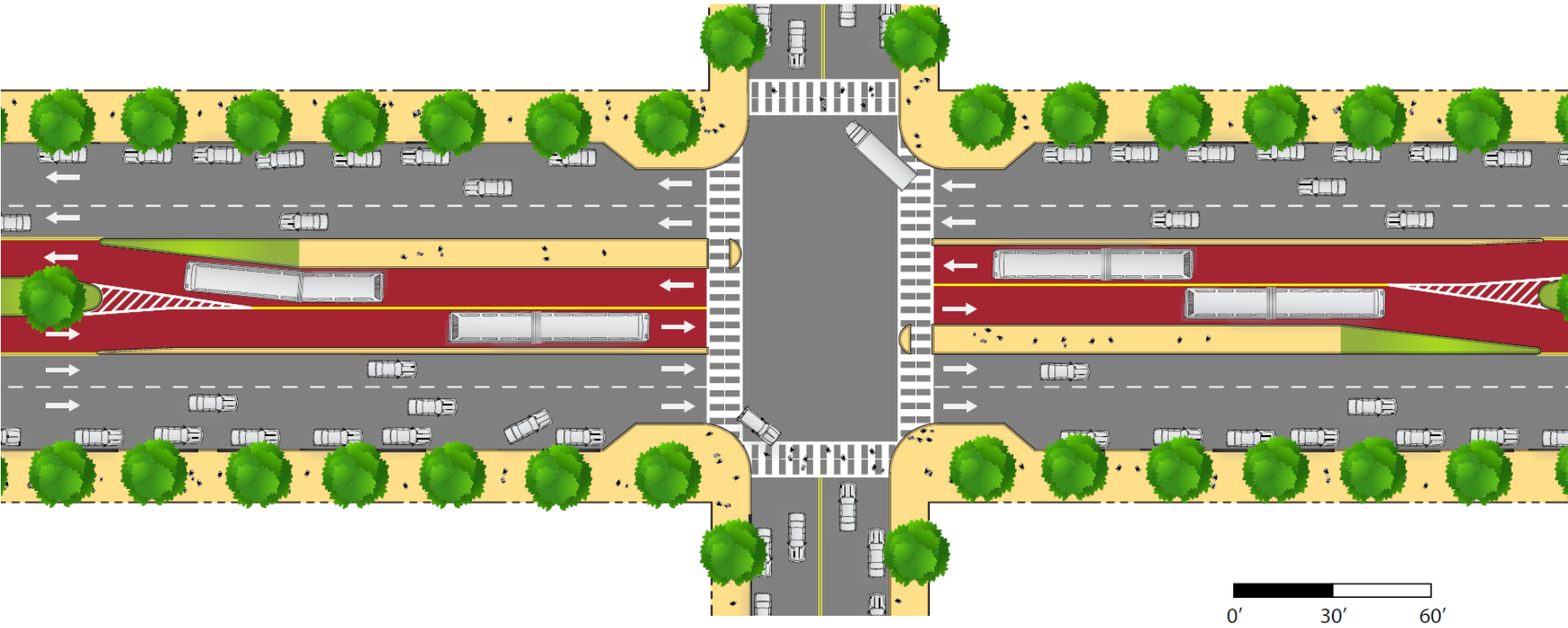
- Design Option B has nearly twice the travel time savings and reliability benefits as Side BRT (Alternative 2)
- Public comment on Draft EIS/EIR indicated preference for center running BRT (nearly 3:1 versus Side BRT)



Challenges with Center BRT alternatives

- Alternative 3:
  - May require wider lanes throughout corridor due to “head-on” configuration
  - Complete reconstruction of median
    - Removal of all existing trees
    - More significant utility considerations
- Alternative 4
  - Requires left-right door vehicles
    - No 5-door trolleycoach in existence in North America (procurement risk)
    - Higher spare ratio contributes to facilities challenges
    - Reduces operational flexibility

LPA Recommendation: Center-Running BRT with Right Side Loading/Center Median and Limited Left Turns



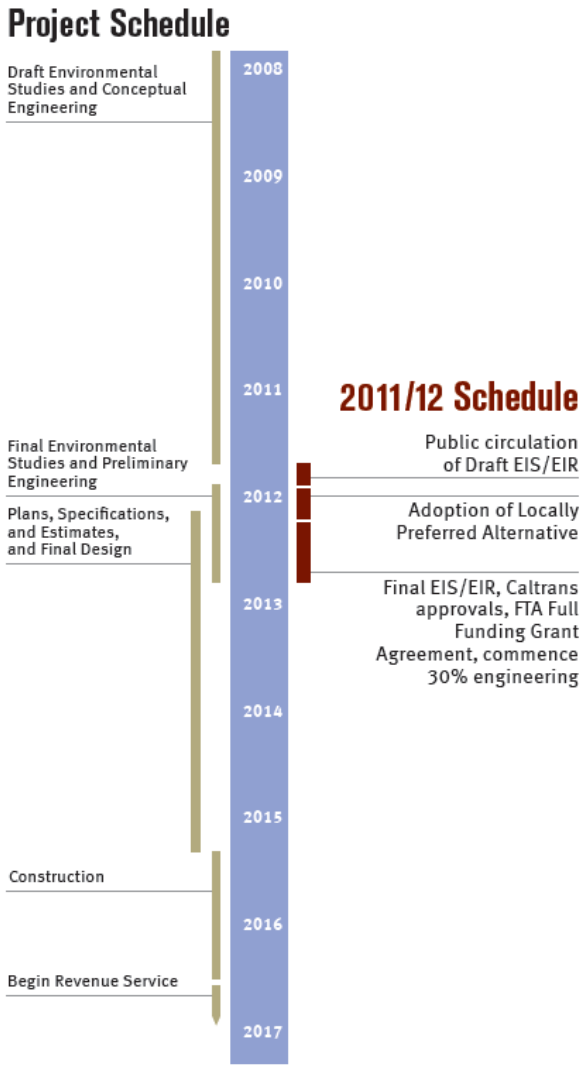
Graphic not to scale: for Planning Purposes Only

LPA Recommendation: Center-Running BRT with Right Side Loading/Center Median and Limited Left Turns

- Benefits
  - Ranks first or second (or tied for first or second) on 8 out of 10 key evaluation criteria that differentiate the alternatives
    - Best travel time, reliability, ridership, etc.
  - Ability to operate standard right door buses (trolley and mc)
  - Operational flexibility (allows passing)
  - Maintains majority of center median
  - Consistent design – good for pedestrian safety and accessibility
  - Manageable cost and schedule

Next Steps

- Outreach to stakeholders
- Authority and SFMTA action on LPA recommendation
- Prepare Final EIS/EIR for September release
  - Incorporates LPA
- Certify Final EIS/EIR, obtain FTA approval by end of 2012



Thank You!

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